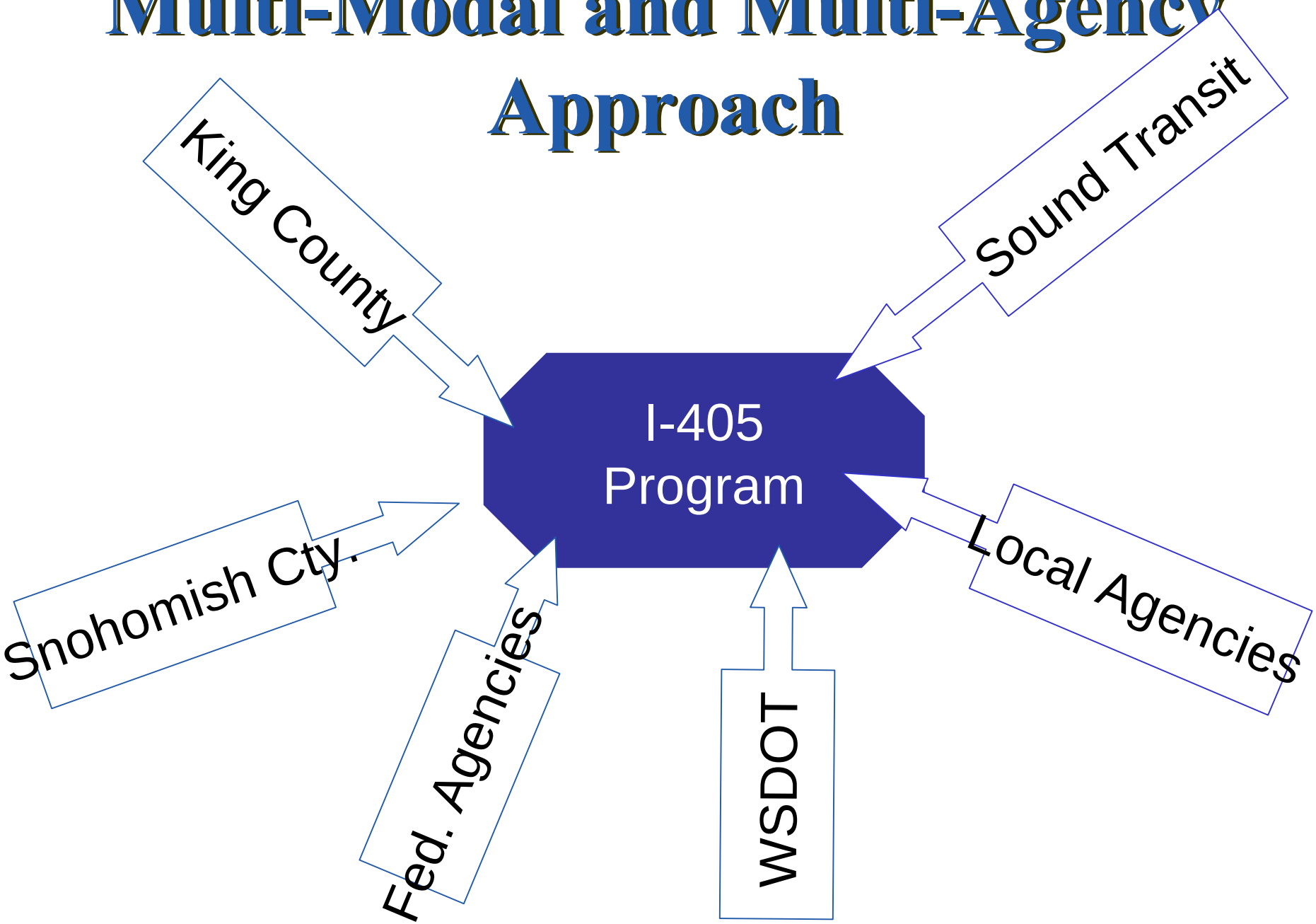
I-405 Project Implementation

- ✓ Multi-modal, Multi-agency Approach
- ✓ Key Principles
- ✓ Lessons Learned Nationally
- ✓ Project Management and Implementation Approach
- ✓ Segments, Construction Options & Schedules
- ✓ Funding
- ✓ Implementation Factors and Risks
- ✓ Key Questions & Delivery Elements

I-405 CORRIDOR PROGRAM

Multi-Modal and Multi-Agency Approach



Key Principles

FEIS / ROD "What" to Implement

Project Delivery "How" to Implement

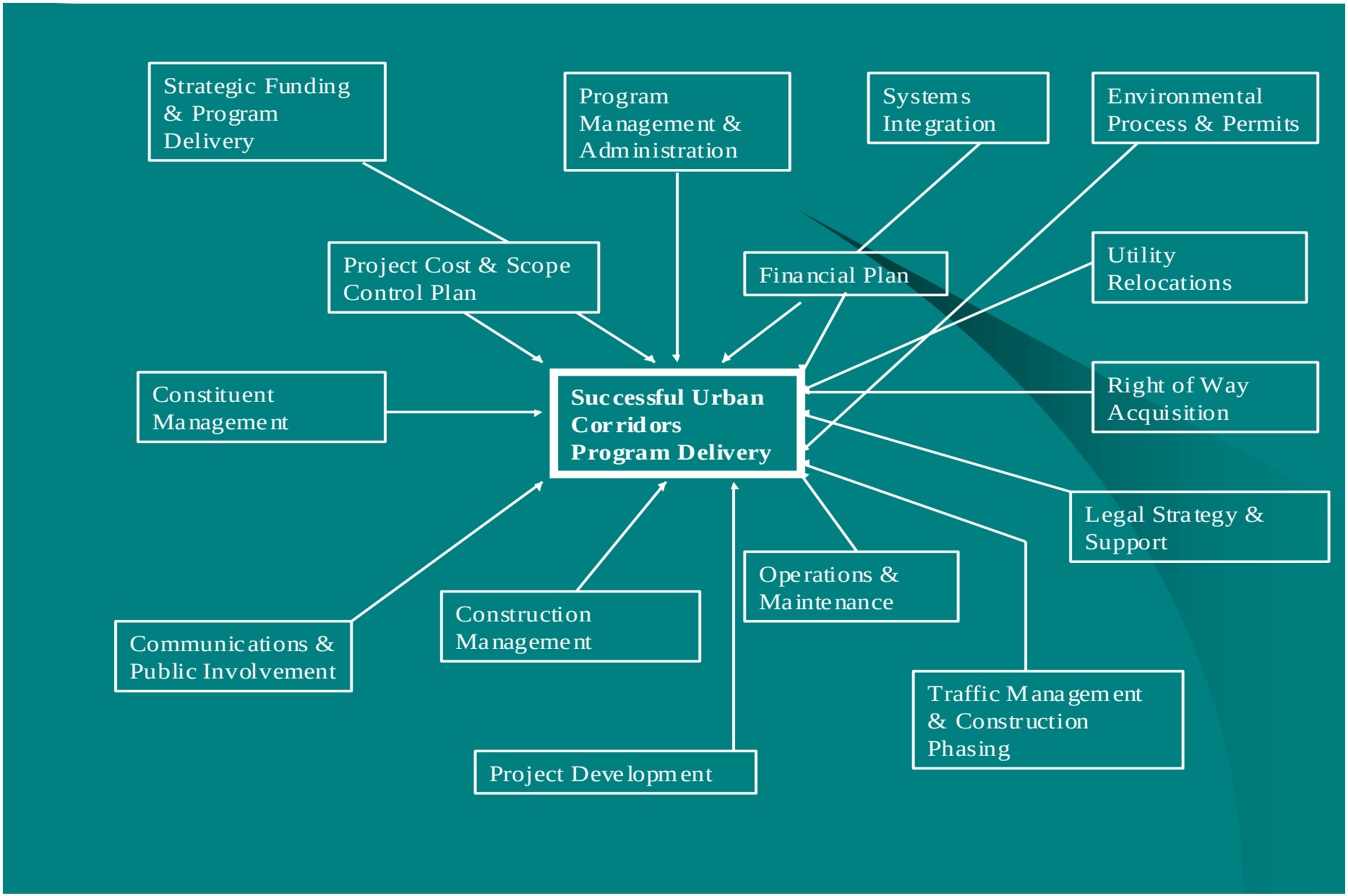
- **Strong Owner Role**
- **Need to be Flexible and Nimble**
- **Small WSDOT Team**
- **Build on National "Lessons Learned" and I-90 Experience**
- **Leverage Private Sector**
  - **Use General Engineering Consultant to Create Integrated Management Team**
  - **Use Consultants for Preliminary Design**
  - **Use Design-Build for Final Design & Construction**

National Best Practices

- Denver
- Boston
- South Carolina
- San Diego
- Los Angeles
- Salt Lake City
- Phoenix
- New York
- Cincinnati

I-405 CORRIDOR PROGRAM

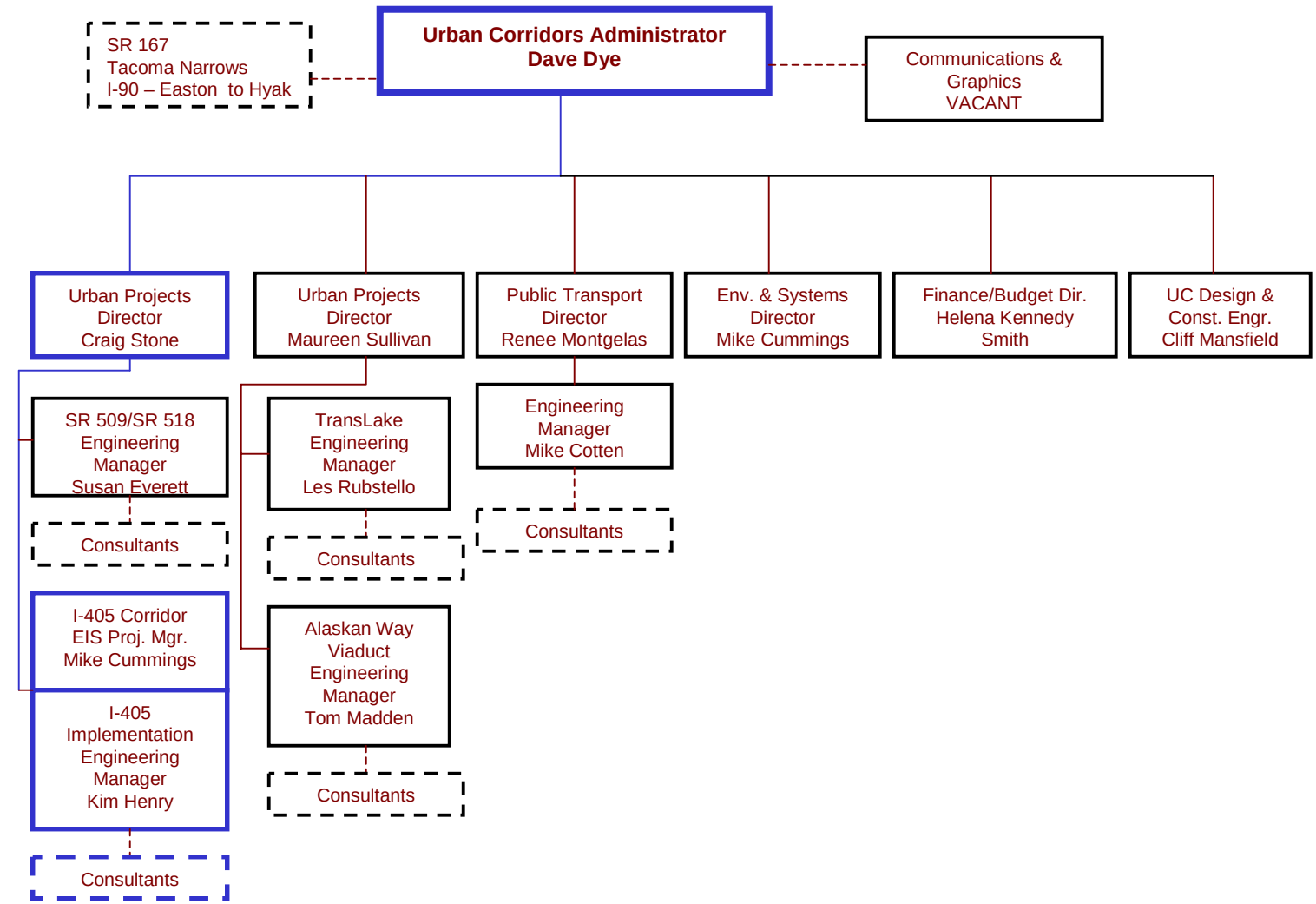
What We Learned



WSDOT Management Responsibility

- Northwest Washington Division
- Urban Corridors Office
- I-405 Project Director
- Focused I-405 WSDOT Team

Urban Corridors Office



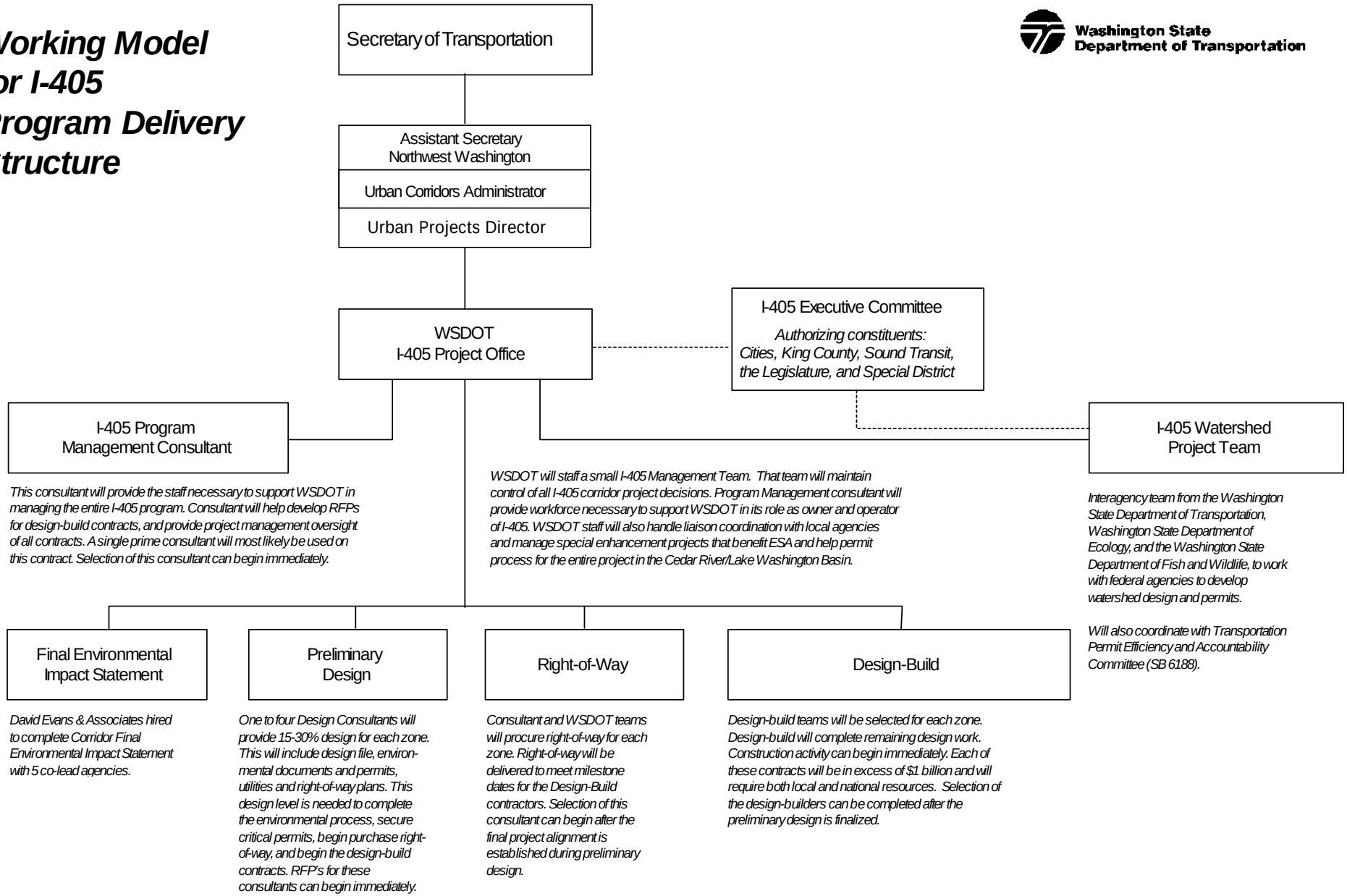
ON-CALL CONSULTANT ROSTERS

Personal Services
- Organizational Development & Leadership
- Real Estate Services
- Public Information
- Environmental
- Legal (via AG's Office)

A & E
- Engineering Management (includes Program Mgmt., Systems Mgmt, Schedule, Budget, Planning)
- Engineering Design (includes Utilities, CADD, Right of Way Plans)
- Hydraulics
- Traffic
- Structural
- Geotechnical
- Survey
- Architecture
- Landscape

Working Model for I-405 Program Delivery Structure

Washington State Department of Transportation



This consultant will provide the staff necessary to support WSDOT in managing the entire I-405 program. Consultant will help develop RFPs for design-build contracts, and provide project management oversight of all contracts. A single prime consultant will most likely be used on this contract. Selection of this consultant can begin immediately.

WSDOT will staff a small I-405 Management Team. That team will maintain control of all I-405 corridor project decisions. Program Management consultant will provide workforce necessary to support WSDOT in its role as owner and operator of I-405. WSDOT staff will also handle liaison coordination with local agencies and manage special enhancement projects that benefit ESA and help permit process for the entire project in the Cedar River/Lake Washington Basin.

Interagency team from the Washington State Department of Transportation, Washington State Department of Ecology, and the Washington State Department of Fish and Wildlife, to work with federal agencies to develop watershed design and permits.

Will also coordinate with Transportation Permit Efficiency and Accountability Committee (SB 6188).

David Evans & Associates hired to complete Corridor Final Environmental Impact Statement with 5 co-lead agencies.

One to four Design Consultants will provide 15-30% design for each zone. This will include design file, environmental documents and permits, utilities and right-of-way plans. This design level is needed to complete the environmental process, secure critical permits, begin purchase right-of-way, and begin the design-build contracts. RFP's for these consultants can begin immediately.

Consultant and WSDOT teams will procure right-of-way for each zone. Right-of-way will be delivered to meet milestone dates for the Design-Build contractors. Selection of this consultant can begin after the final project alignment is established during preliminary design.

Design-build teams will be selected for each zone. Design-build will complete remaining design work. Construction activity can begin immediately. Each of these contracts will be in excess of $1 billion and will require both local and national resources. Selection of the design-builders can be completed after the preliminary design is finalized.

I-405 Implementation Approach

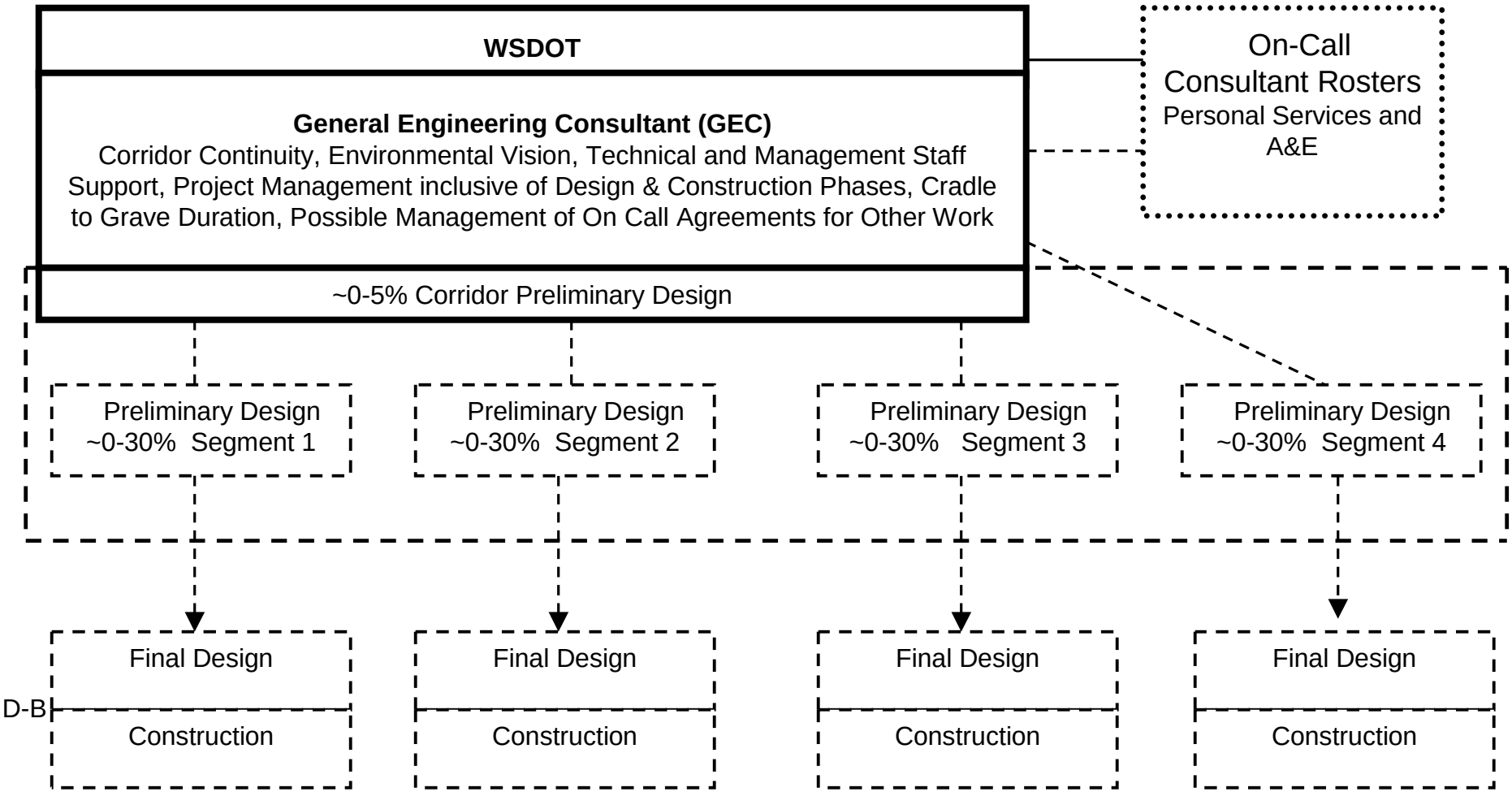
- Install Organizational Structure (GEC)
- Develop Environmental Vision
  - Environmental Permit Strategy
- Preliminary Design Corridor Wide
  - 0-5% Design
  - Focus on “Hot-Spots”
- Segment Preliminary Design and Environmental Documentation
- Design-Build Contracts

I-405 General Engineering Consultant's Initial Tasks

- **Project Management Strategies**
- **Project Delivery Strategies**
- **Environmental Vision**
- **Corridor Preliminary Design 0-5%**
- **Cost Verification**

I-405 Preferred Contracting Method
"GEC Plus On-Calls"

Contract GEC, PD Firm(s), and Specialty Firm(s) using On-Call Agreements

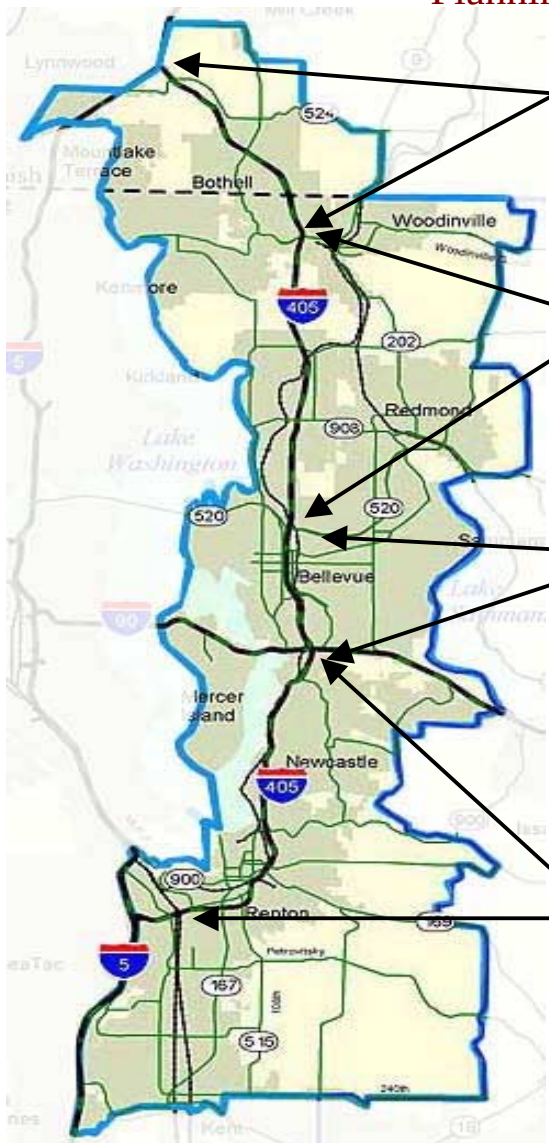


LEGEND: **Under Contract Up-Front** | Future Contract

I-405 Segments

- I-5 Tukwila to Factoria
- Factoria thru Bellevue
- Kirkland to Bothell
- Bothell to Lynnwood I-5

I-405 Implementation Plan
Project Segments for Sketch Level Planning



Segment 4
Bothell to Lynnwood I-5

Segment 3
Kirkland to Bothell

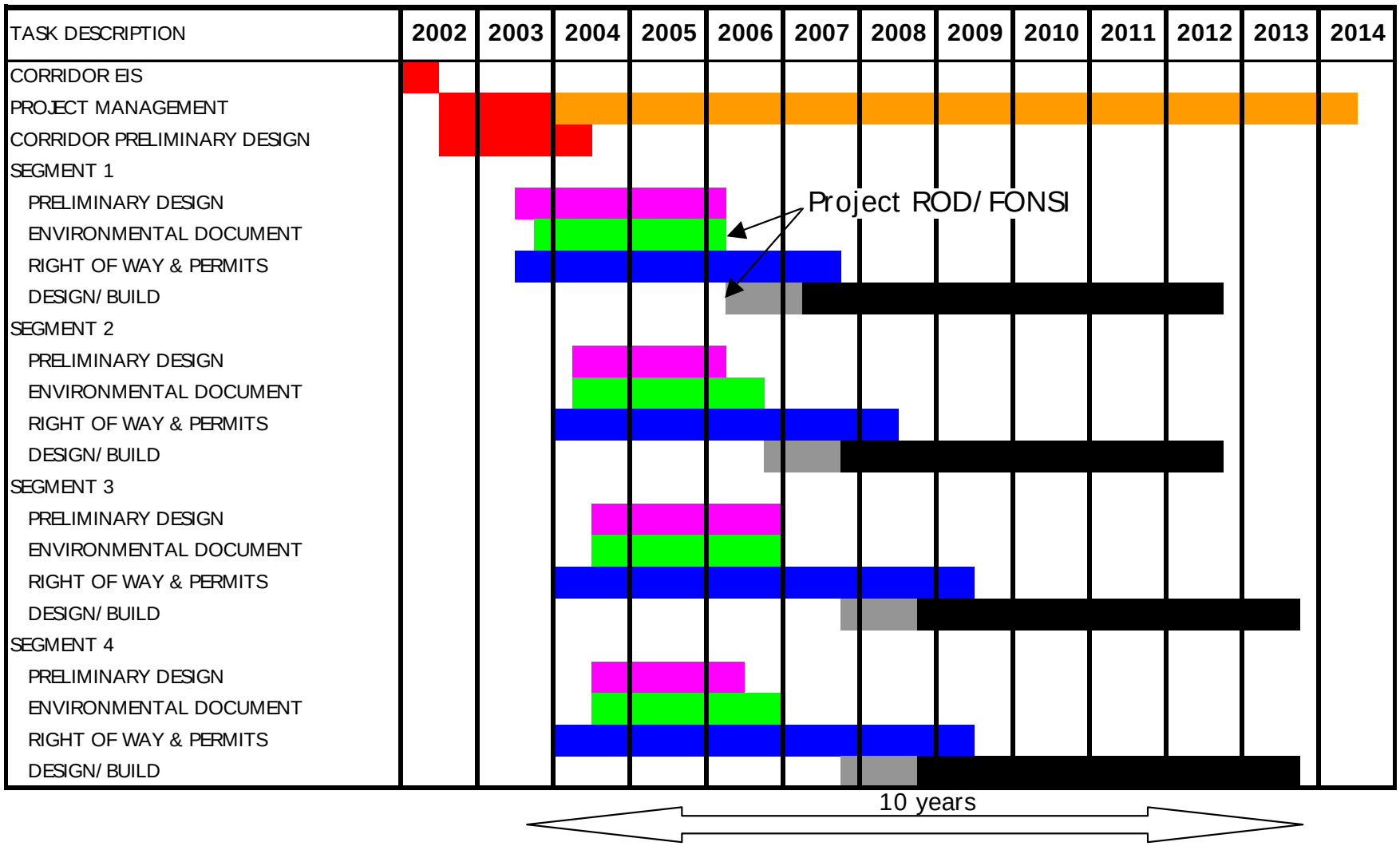
Segment 2
Factoria thru Bellevue

Segment 1
I-5 Tukwila to Factoria

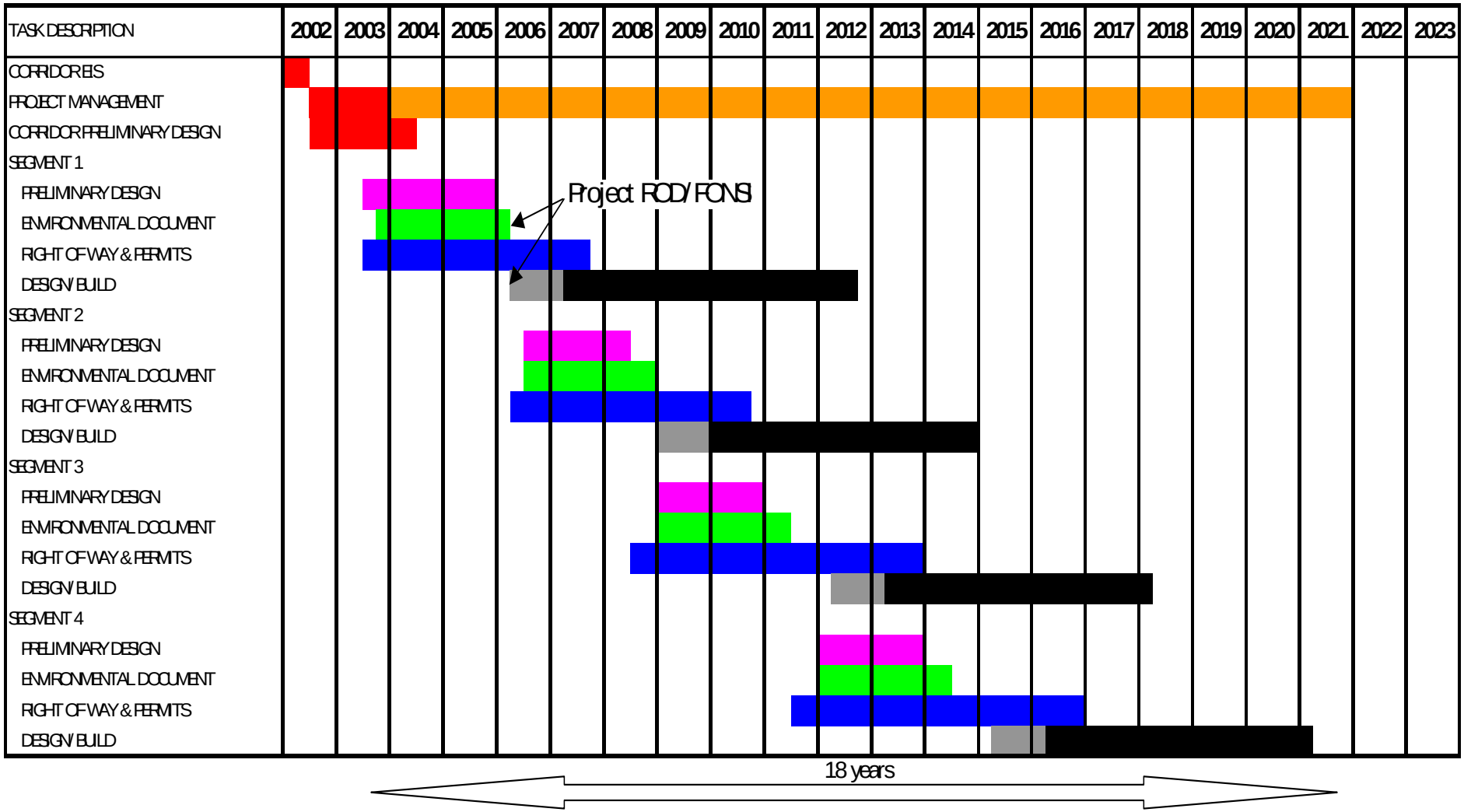
Construction Options and Schedules

- **Funding Availability will Determine Option**
- **Currently Preparing for "High" – 10 year delivery**
  - **High – Concurrent Segments – 10 years**
  - **Medium – Sequenced Segments – 18 years**
  - **Low – Hot Spot Improvements as funding becomes available**

I-405 Project Implementation
"Concurrent Segments" (10-year Design-Build)



I-405 Project Implementation
"Sequential Segments" (18-year Design-Build)



Funding

- Existing - $10.5M “Seed Money” to start
- Proposed – Governor’s $8.5B Transportation Budget includes <u>$2.2B for I-405</u>
- Needed for 10 year Delivery
  - $50M this biennium to continue essential preparation
  - Minimum of $250M for Advanced R/W, Environmental Mitigation, Utility Relocations and early TDM and ITS Implementation Needed in 2003-05
  - $2.0B Commitment for 2003-05 to Start Design-Build Contract for 1st Segment
  - $1.3B Commitment for 2005-07 to Start Design-Build Contract for 2nd Segment
  - $2.0B Commitment for 2007-09 to Start Design-Build Contract for 3rd and 4th Segments

Implementation Factors and Risks

- **Funding Availability**
  - **Funding adequate for essential first steps**
  - **Funding Supports Early R/W, Environmental and Utility Actions**
  - **Continuous Funding Commitment Once Started**
- **Environmental**
  - **Development of Environmental Vision for Corridor**
  - **Successful Agency Environmental Permit Strategies based on Vision**
- **MOUs with Community & Agency Support to gain timely concurrence**
- **Design-Build will require Modifications of R/W Process & Utility Relocations**

Key Questions

- **Scope of the Preferred Alternative – Additional Elements Increase Cost**
- **Cost Elements Being Analyzed**
  - **Basic Alternative #3**
    - **Items removed**
      - **BNSF**
    - **Items added**
      - **Managed Lanes (4 foot buffer)**
      - **Collector Distributor/Auxiliary Lanes S. of I-90**
      - **SR 167 add lane south of I-405**
    - **Items under review**
      - **How to portray the cost of I-405 & SR 520 Interchange**
      - **Arterials not part of Alternative 3**
      - **Some Direct Access Projects not costed-out as part of Alternative 3**

Key Questions (cont)

- **Resolving How to Proceed with Environmental Vision and Early Environmental Mitigation**
- **Permit Streamlining – Ensure Process Moves Quickly Enough to Benefit Project(s)**
- **Process for Local Agency Decision Making that Leads to Timely Project Implementation**
- **Executive Committee Role**

I-405 Executive Committee

- **Executive Committee Has Been Important to Project Support**
- **Need to Maintain High Level Interest and Support**
- **Executive Committee Can Help Maintain Project Scope and Control of Unprogrammed Requests**

Key Delivery Elements

- **Early Right of Way Acquisitions**
- **Advanced Utility Relocations**
- **Multi-Agency Role**
  - **Define Roles and Responsibilities**
  - **Matrix of Program Projects**
  - **Phasing & Funding**
  - **Develop MOUs**

Engineering and Environmental Challenges

I-405 Tukwila/Renton

(SR 181 to SR 169)